

130. (New) The method of claim 129 further comprising determining from said vehicle activity information whether said vehicle is being used appropriately.)

131. (New) The method of claim 129 further comprising determining from said vehicle activity information whether said vehicle is stalled in traffic.

Remarks

Applicant thanks the Examiner for participating in a personal interview with Applicant's representative on October 21, 1999. The issues and arguments raised at the interview are reflected in the following remarks.

Applicant has amended the claims to overcome the Examiner's remaining rejections under 35 U.S.C. §112 and to conform the language of independent claims 47 and 91 to the language agreed at the interview that would place those claims into allowable form. At the interview, Applicant referenced the arguments made in Applicant's prior response as to the inapplicability of a route-based system such as is shown by Wendt to the present invention, and the Examiner and Applicant

concluded on language to clarify this distinction while obviating the Examiner's objection under 35 U.S.C. §112.

At the interview, Applicant further noted that claims 94-121 distinguish the Nathanson reference cited by the Examiner in his rejection of those claims. Specifically, Applicant noted that independent claims 94 and 108, and therefore all of claims 94-121, recite that the monetary value that is derived for a transportation service is "based upon [the] origin and destination" of the service. In contrast, Nathanson describes a system in which a mileage is identified by a human operator for each service provided, and monetary values are derived from this mileage. Applicant noted that using mileage, rather than the origin and destination, as the basis for computing a value, invites errors and abuse. For example, mileage is typically computed from odometer readings provided by the driver prior to and after a service is provided. Assuming for the moment that the odometer readings are accurately recorded by the driver, there is a likelihood for overcharging due to the driver taking a less than optimal route, potentially including wasted travel if the driver becomes lost or cannot find the destination. Furthermore, it is likely that human error will intervene and cause odometer readings and/or computed mileages to be

inaccurate. Finally, there is a substantial risk of fraud, i.e., an unscrupulous operator can easily systematically increase all mileage amounts provided to the system.

The present invention contemplates a better alternative, where the monetary value is derived "based upon [the] origin and destination". This approach is not subject to human error or fraud that might create inaccurate mileage readings. Using this invention, the origin and destination for a service can be directly and readily converted to an appropriate charge for transport between them (whether based on mileage or some other factor). Nathanson provides no such feature and is subject to substantial human error or moral hazard, that the present invention can avoid.

Applicant therefore submits that all claims are allowable, and requests early transmission of a Notice of Allowability.

The Examiner's attention is directed to the publication references identified in the Information Disclosure Statement being submitted herewith.

If any petition for extension of time is necessary to accompany this communication, please consider this paper a petition for such an extension of time, and apply the appropriate

extension of time fee to Deposit Account 23-3000. If any other charges or credits are necessary to complete this communication, please apply them to Deposit Account 23-3000.

Respectfully submitted,



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